

**NON-FLOOD PROTECTION ASSET MANAGEMENT AUTHORITY
MINUTES OF THE AIRPORT COMMITTEE MEETING
TUESDAY MARCH 3, 2015 – 9:30 A.M.**

The meeting of the Airport Committee of the Non-Flood Protection Asset Management Authority was held on Tuesday, March 3, 2015 at 9:30 a.m., in the Lake Vista Community Center, 2nd Floor, 6500 Spanish Fort Blvd., New Orleans, Louisiana after due legal notice of the meeting was sent to each Board member, the news media, and a copy of the call was posted.

Chairman Heaton called the meeting to order at 9:38 p.m. and led in the Pledge of Allegiance.

The roll was called which constituted a quorum.

PRESENT:

Chairman Wilma Heaton
Comm. Michael Stack
Comm. Romona Baudy

ABSENT:

Comm. Pearl Cantrelle

STAFF:

Cornelia Ullmann - Chief Operating Officer
Sharon Martiny – Administrative Assistant
Fred Pruitt – Acting Airport Director

ALSO PRESENT:

Richard Speer – AECOM
Dr. Brian Butcher – Orleans Marina Tenant
Nuncio Falcone – Orleans Marina Tenant
Chris Clement – Orleans Marina Tenant
Carl Hudson – Orleans Marina Tenant

OPENING COMMENTS

No opening comments.

ADOPT AGENDA

Comm. Stack offered a motion to adopt the Agenda, seconded by Comm. Baudy and unanimously adopted.

APPROVAL OF PRIOR MINUTES

Approval of the minutes was deferred until the April 2015 Airport Committee meeting.

REPORT ON CURRENT AIRPORT ISSUES

Fred Pruitt, Acting Airport Director, informed the Committee that the parking lot project near Hawthorne is complete and the seal coat project has three spots remaining. There is a filming at the Airport that will bring additional revenue in the amount of \$8,900. Fuel sales have been down the past two months (\$412,962), but are ahead from this time last year (\$384,909). Fuel sales continue to fall below pre-Katrina status by 1 million gallons.

The State Aviation Priority Plan projects for 2015-2016 are to Rehabilitate Runway 36R/18L (shorter parallel runway), which is a “state only” \$300,000 design and seal coat project. The 2016-2017 plan contains the Rehabilitation of Drainage Project which will be determined after the results of the survey that is currently under way. There is another full State project (Upgrade Lighting Vault), which places a pre-constructed lighting vault atop the existing lighting vault. This is a seamless operation that can be done in the daylight and should not require much, if any, downtime, for airport operations. The final project is the Preliminary Study Rehab of 18R/36L (the long runway), which was redone in 2002. The FAA states that the lifetime of a runway is 20 years. This runway is experiencing issues before the 20 year lifetime, which has been a stumbling block. The study cost is approximately \$100,000 and the work will cost millions (6,880 feet of

runway to be milled and resurfaced), which is not something that should be done anytime soon as Lakefront Airport is still recovering. Taking the main runway out of service for that amount of time would choke the entire Airport.

Chairman Heaton noted that the Airport lost business due to the PAPI light issue and requested a status email be sent to Board members addressing challenges with the lights at Lakefront Airport. All three FBOs made complaints regarding the lights and loss of business.

OLD BUSINESS

1) Discussion on leases at Lakefront Airport with New Orleans Mosquito and Termite Control Board

Chairman Heaton requested a timeline from when representatives of the City's Attorney's office and Mosquito Control came before the Board and requested a month-to-month lease. The Authority negotiated with Mosquito Control (the City's tenant). The Assistant City Attorney was present. Those documents along with the minutes covering that matter will be presented to Cedric Richmond as the Authority has a fiduciary responsibility and has reached out in different ways all to no avail. In the event this does not work, the issue will be brought before the Board for further action.

2) Update on status of PAPI lights

Mr. Pruitt advised that Frank Landrum (in charge of NavAids) has issued no orders to move forward with the PAPI lights. Mr. Pruitt advised that the information was sent to Sen. Vitter's office addressing the cost to repair the lights, and those numbers will be forwarded to Chair Heaton for follow-up with Sen. Vitter's office. Andy Velayos (Fort Worth) is having a meeting regarding this issue today. Mr. Velayos advised that it might be best to go the congressional route. Chair Heaton noted for the record that this is a safety issue.

Mr. Pruitt advised it would cost approximately \$250,000 for the FAA to repair the PAPI lights. If the Authority purchases its own PAPI lights, it would cost closer to \$75,000. The COO informed the Committee that the PAPI lights are owned by the FAA who must maintain those lights as opposed to the Authority. Chair Heaton will get the PAPI light issue on the record at the Congressional offices and with the FAA as this is a safety issue.

Chair Heaton questioned the annual budget of the PAPI lights if the Authority took ownership. Mr. Pruitt advised that the Authority would have to pay for the lights to be flight tested and the expense of regular adjustments to the lights; which would cost approximately \$10,000. Comm. Stack clarified that the Authority would pay the \$75,000 plus a maintenance contract. There will likely be no maintenance for the first five years, particularly if they were LED lights.

Chairman Heaton requested that information be forwarded to the Senator's office for a response since they were on top of this issue. The Authority can come back with a recommendation. Comm. Stack noted that the cost is \$75,000 for the PAPI lights. If the lights are damaged every year by a covered weather event, the Authority can claim that through FEMA or our insurer. It is storm events that damage PAPI lights.

NEW BUSINESS

1) Discussion and recommendation regarding continuing Lakefront Airport Wildlife Survey. URS contract (one task of four task orders of Master Agreement for Professional Services dated July 2011). Dated July 2011 and expired 12/31/14 but grant funds have not exhausted. 90% FAA, 10% State. -0- cost to NFPAMA. Total grant \$91,601.43. Paid to date: \$4,921.93. Pending invoices through 11/30/14 \$25,169.34. Presentation by Rick Speer, URS (now AE)

Richard Speer, URS, advised that the project was proposed in 2013 and there was an agreement on fees. The work order was executed in January of 2014. FAA funding arrived in May 2014 and work started in June 2014. This project is a one year wildlife survey for the Airport to assist with the Part 139 certification.

The Work Order contains a 24 month period to complete the work. URS performs the study. A sub-contractor will do an assessment, provide a Wildlife Management Plan and provide training to the Airport personnel for the study. There are five months remaining of the surveying at which time all assessments will be performed. The survey could go longer if additional points are needed.

Mr. Speer advised that the IDIQ contract is expired and requested an extension to complete the task under the IDIQ contract. This is 100% reimbursable and funds do not expire until the study is complete. The COO stated that this was under the Master Services Agreement signed in September 2013. The Master Services Agreement had a myriad of items to get the Airport under control. This particular contract expired December 31, 2014.

Chairman Heaton suggested moving the item forward without recommendation. No one wants to go back out for an RFQ and delay work, but if it is required for reimbursement the Authority would do so. The contract must be reviewed to determine if it can be extended without jeopardizing reimbursement. If reimbursement is not jeopardized, I don't see a problem with the Board approving this. Grant money should not be left on the table.

Mr. Speer advised that the survey would not be stopped because it may affect the progress. The COO advised that invoices through November 30 total \$25,169.34 and requested Mr. Speers forward back-up reports for the invoices. Mr. Speer advised that a contract was signed and the Work Order was scheduled for 24 months to execute the work; URS is within that period. Chairman Heaton noted that the Authority wants to make sure this will be reimbursed, which can be answered between now and the Board meeting.

ADJOURNMENT

Comm. Baudy offered a motion to Adjourn, seconded by Comm. Stack and unanimously adopted.

ANNOUNCEMENT OF NEXT MEETING

The next Airport Committee meeting is scheduled for Tuesday, March 31, 2015 at 9:30 a.m. The meeting adjourned at 10:11 a.m.